(c) As per the information available with Directorate General of Technical Development (DGTD), in the organised sector there is one unit namely M/s. Bata India Limited manufacturing leather footwear—Indian type and Western type with an annual installed capacity of 63.16 lakh pairs. The production Of the organised sector unit for the last 3 years is as under :—

Item of Manufacture	1990-91	1991-92	1992-93
Leather Footwear	53.55 lakh pairs	54.08 lakh pairs	48.33 lakh pairs

As per the information furnished by Government of Bihar the total number of leather goods manufacturing units in Bihar is 2128 as per latest survey report of Small Industries Service Institute (SISI) (1997-88). The details of production of units run by Bihar State Leather Industries Development Corporation are as follows:

Rs. in lacs

1990-91	186.70
1991-92	163.93
1992-93	77.45

(d) A National Leather Development Programme with UNDP assistance is currently being implemented by the Government for integrated development of leather industry through the selected institutions/agencies in the country. The leather sector units in the country irrespective of the states to which they belong can directly take advantage from the facilities created under the programme. The areas earmarked for assistance are Human Resources Development, Product Development, Development of supporting industries (components, machinery) marketing etc.

Some of the major proposals under consideration by the" State Government 6f Bihar include :—

(a) Thirty raw-hide collection cent_ res aimed at eliminating the exploitation by middle-men.

(b) six effluent treatment plants in the tanneries,

(c) Construction of a centralised Research. Laboratory at Patna.

(d) Opening of two sales centres for sale of finished: leather and footwear materials.

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Other important proposals by the State Government include the revamping of the three finished leather units established at Barauni, Muzaffarpur 'and Bettiah. Efforts are underway to entrust Khadi and Vil lage Industries Schemes and some .other parties in helping the i Corporation to res tart these units.

Legislation to discourage spurious auto parts

2029. DR. NAUNIHAL SINGH: Will the PRIME MINISTER be pleased to state :

(a) whether Government are considering to pass a legislation to discourage the spread of spurious auto , products, if so, the details thereof ;

(b) what are the details of the probable sale figures of spwripus auto soomponents as compared to original components during the last three years; and

(c) what are the details of the loss to State Governments by way of evasion of corporate income tax and excise duty during the last three years ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPTT. OF INDUSTRIAL DEVELOPMENT) AND MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF HEAVY INDUSTRY) (SMT.' KRISHNA SAHI): (a) The 'Trade Mark Bill, 1993"

which has been introduced in the Parliament, provides *inter-alia*, for a penalty involving a sentence of imprisonment for a term of not less than six months and a fine of not less than fifty thousand rupees for the manufacture, storage and sale of spurious goods.

(b) and (c) According to a limited study recently conducted by National Council of Applied Economic Research, the sale of spurious auto parts during 1991-92, was estimated at Rs. 1131 crores against the total sale of auto parts of around Rs. 2678.69 crores. The questimate of loss of revenue to the State Governments by way of evasion of corporate income tax and excise duty etc. during the year 1991-92, according to the study was around Rs. 430 crores. No such study has been conducted for the years 1990-91 and 1992-93.

Memorandum submitted by PHDCC regarding sick industrial Companies Act and BIFR

2030, SHRIMATI VEENA VERMA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the Punjab, Haryana and Delhi Chambers of Commerce have lately submitted any memorandum/representation for removing certain alleged infirmities in the Sick Industrial Companies Act and the BIFR in the light of Goswami Committee Report;

(b) if so, what precise modifications are sought by PHDCC ; and

(c) what is Government's response thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPTT. OF INDUSTRIAL DEVELOPMENT) AND MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF HEAVY INDUSTRY) (SMT. KRISHNA SAHI): (a) to (c) The information is being collected and will be laid on the Table of the. House,

मारुति कारों की सुपुर्दगी

2031. श्री महेश्वर सिंह : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार मारुति उद्योग लिमिटेड को हाल ही में ऐसी कोई शिकायतें मिली है कि दिल्ली स्थित मारुति कार-वितरक बुकिंग के समय तो कार आठ सप्ताह में सुपुर्द करने का आश्वासन देते हैं किन्तु वास्तविक सुपुर्दगी सोलह सप्ताह बाद भी नहीं की जाती ;

(ख) यदि हां, तो शिकायतों का ब्यौरा क्या है और इस संबंध में क्या कार्यवाही की गई है; और

(ग) क्या मारुति उद्योग लिमिटेड द्वारा ग्राहकों के उनकी बुकिंग के लिए कोई सूचना अथवा प्राथमिकता क्रमांक दिया जाता है ?

उद्योग मंत्रालय (औद्योगिकी विकास विभाग) में राज्य मंत्री और उद्योग मंत्रालय (भारी उद्योग विभाग) में राज्य मंत्री (श्रीमती कृष्णा साही) : (क) और (ख) मारुति उद्योग लिमिटेड से प्राप्त सूचना के अनुसार दिल्ली के डीलरों द्वारा मारुति वाहनों की सुपुर्दगी में देरी के संबंध में पिछले 4 माह के दौरान मारुति उद्योग लिमिटेड को 11 शिकायतें मिली। इस अवधि के दौरान दिल्ली के डीलरों ने कुल 11028 मारुति वाहन बेचे । प्राप्त हुई शिकायतों की संख्या बेचे गए कुल वाहनों की तुलना में नगण्य है । डीलर अनुमानित आपूर्ति के आधार पर सुपुर्दगी की अवधि का उल्लेख कर देता है, जिसमें कुछ भिन्नता भी हो सकती है । उल्लेखित सुपुर्दगी अवधि के बाद हुई देरी का ब्यौरा इस प्रकार है :—

कोई देरी नहीं	2 बार
0-2 सप्ताह के बीच	4 बार
3-8 सप्ताह के बीच	2 बार
8 सप्ताह से अधिक	1 बार
अभी की जाने वाली सुपुर्दगी	2 बार